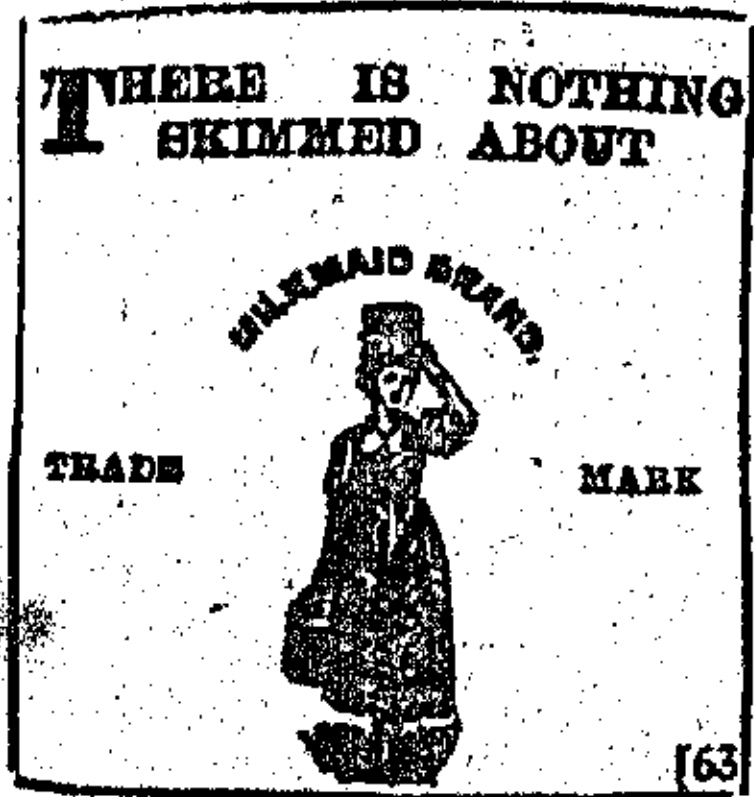




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Hongkong, 31st July, 1907. [576]

CANTON.

[FROM OUR OWN CORRESPONDENT.]

CANTON, March 20th.

PERPETUAL MOTION.

It seems quite romantic to hear that a Chinaman has been successful in solving the question of perpetual motion, and this is what has just come to our notice. Quite near Tai Sha Tau and beside the Leather Factory a boat is being built about the size of one of the small river gunboats embodying this latest invention. The greatest secrecy is being observed in the construction and the shed where the work is going on is guarded by soldiers and no European is allowed to enter. Chinese, we understand, are allowed to see the hull of the boat, but that is all. A good deal of money is being spent on the experiment and the interested parties fully (fooly?) believe they will be successful. They approached the Commissioner of Industries, for financial assistance; but he very wisely said he would wait to see the boat going before he took any interest in it. The scheme takes one away back into the philosopher's stone and the belief in perpetual motion were general; and it is interesting to note that just alongside this boat is the Tannery and Uniform Factory where the latest type of machinery is installed. Such things could only happen in China. It is supposed that the scheme makes use of water as the motive power, but in what way is at present unknown. The boat ought to be launched this month.

REWARDS FOR SOLDIERS.

Thirty thousand dollars have been granted by the Government as a reward for faithful service in the different branches of the army here. How the money is to be divided is not quite clear, but the idea is good, as it will prevent any discord in the ranks and perhaps get a better class of recruits.

FORGED BANK NOTES.

There are quite a number of forged bank notes going about in Canton. Only yesterday there was some trouble in one of the main streets of the City over an incident of this kind. A money-changer had several \$5 notes presented to him in Sap Sam Hong and after careful scrutiny refused to accept them. The usual crowd gathered and the man who offered the notes quietly disappeared. On examination it was discovered that all these notes are coming from the same quarter and an attempt is being made to trace them to their source and deal with the forgers. The value of the local paper currency is still at a big discount and these incidents only serve to make the discount greater. The discount to-day is about 23 per cent. and no attempts to improve this seem to have any effect.

NORTH GERMAN LLOYD.

DETAILS OF THE REPORT.

The directors of the North-German Lloyd published on the 27th ult. its report for 1912. The gross surplus amounts to \$2,587,500, as compared with \$2,075,000 in 1911—an increase traced to a recovery in the North American passenger traffic, which in 1911 had been at a low level, to an increase of the overseas freight business, and to increased revenue from investments.

Of the surplus \$1,210,000 will be devoted to writings off, \$267,000 will be placed to the insurance fund, \$336,750 to the reserve fund required by law, and \$237,500 to the renovation fund. The sum of \$19,450 will be applied in paying taxes on coupons, while the dividend will be 7 per cent. as compared with 5 per cent. in 1911, and of 3 per cent. in 1910. Funds immediately at disposal "in case of need" amounted at the end of 1912 to \$2,550,000, and for the present there will be no further increase of capital.

MR. E. J. CALDBECK'S REQUESTS TO CHARITY.

Mr. Eaton John Caldbeck, wine merchant, of the firm of Messrs. Macgregor, Caldbeck & Co., left estate valued at \$40,725 gross with net personality \$40,132. He left various legacies and, subject to his wife's life interest, the ultimate residue of his property equally between King's College Hospital, the Royal Free Hospital, the Free Cancer Hospital, Fulham-road, the Royal London Ophthalmic Hospital, City-road, the Cripples' Home and College, Alton, Hants, and the National Industrial Home for Crippled Boys, Wright's Lane, Kensington. The amount of this reversion will vary from about \$10,000 to \$20,000, according to the extent to which Mrs. Caldbeck exercises her power of appointment.

THE PORTUGUESE COLONIES.

In reply to an interpellation in the Lisbon Chamber on the reported arrangement between Great Britain and Germany regarding the Portuguese colonies, the Minister for Foreign Affairs on the 24th ult. said that the British Government had no intention of calling an international conference on that question. In view of the British alliance with Portugal and the friendly relations between the two countries it was out of the question that Great Britain should do anything that might infringe the sovereignty of Portugal over her colonies. No treaty or convention existed between Great Britain and Germany for that purpose. Germany also had no intention of bringing about an international conference and absolutely disclaimed the idea of ever having thought of affecting in any way the sovereignty of Portugal over her colonies.

THE SEXTUPLE GROUP.

CHINESE FINANCE MINISTER'S FIRM PROTEST.

Chow Hsueh-hsi, Minister of Finance, has sent the following letter to Mr. E. G. Hillier, Peking Agent of the Hongkong and Shanghai Bank and *deputy* of the Sextuple Banking Group:—

For nearly a year negotiations have been carried on with the Sextuple Group with a view to obtaining a comprehensive loan to meet China's financial requirements. The Cabinet discussed the terms and essential conditions of the proposed agreement and the National Council approved them, with the exception of two points, namely, the rate of interest and the price, which Chow Hsueh-hsi modified his own responsibility. Chow Hsueh-hsi, desiring to contribute in every way to harmonious relations with the Group, yielded to the terms of the Sextuple Group to the utmost limit, hoping that thereby complete order would be restored, essential re-organization effected and permanent peace assured. Twice during the negotiations Chow Hsueh-hsi was placed under serious embarrassment, namely, at the end of the new and old style years, when obligations had to be met. On the former occasion, feeling confident that the National Council would approve his action in this emergency, Chow Hsueh-hsi requested the Cabinet to accept responsibility of agreeing to a rate of interest of 8 1/2 per cent. instead of 5 per cent., which was the original basis of negotiations. On the 20th January, the Sextuple Group wrote that, with the exception of the price of issue in London and, also, a verbal alteration to Article 15, the text of the Sextuple Loan Agreement was unaltered from that agreed to on the 10th January and adding that signature was subject to the following conditions:—

"Notwithstanding to the Sextuple Group by the respective Ministers of the engagement, under suitable contracts, of acceptable foreigners for the posts of Chief Inspector of the Salt Inspectorate, Adviser to the Accounts and Audit Department, and Director General of the National Loans Department." Chow Hsueh-hsi then took the necessary steps to engage three foreigners of high integrity and tried experience for the post specified. These foreigners were selected by merit, and not by nationality, after a thorough enquiry as to their merits. Chow Hsueh-hsi had every reason to believe that the Group approved of his selections, but on 4th February, when the Agreement was ready and when the Group promised to sign the contract and advance money immediately, unexpected obstacles were created and the Group's promise could not be fulfilled. On the 4th February, Chow Hsueh-hsi wrote to the Group as follows:—"I desire to point out that, owing to China's financial necessities and our urgent need of money, we negotiated with your Group for many months and endeavoured to meet your requirements in every possible manner in order to conclude the Loan Agreement. All points being finally arranged, with the exception of a few minor details which were to be settled on the day of signature, your Group promised to sign the Loan Agreement and to make necessary advances without delay. We regret to learn, however, that fresh difficulties have arisen and that you are unable to carry out the agreement. When I wrote to you on the 10th January, I plainly gave you to understand that before the Loan Agreement is signed China is free to negotiate with any other party. Therefore, should any portion of the Salt Revenue be hypothecated as security for a loan contracted with some other party, then the amount of the proposed Sextuple Loan shall be cut down proportionately and, in the case of a further agreement with you, the remaining unhypothecated salt revenue shall be security for the loan. It was not my original intention to make such a stipulation, but there has been so much delay on your part and so many side issues have been introduced that I feel constrained to do so, though reluctantly."

On the 3rd March, an intimation was conveyed to the Chinese Government that, at a meeting of the Six Power Ministers, it had been arranged that nationality should be the determining factor in the engagement of foreigners in connection with the Loan. That, firstly, an Englishman should be appointed to the Salt Inspectorate, with a German deputy; secondly, that a German should be appointed as Director of the Loans Department, but that, in the Accounts and Audit Department, there would be a highly important change, for instead of one foreigner there would be a Frenchman and a Russian. Such serious alterations were not contemplated and were not suggested during the whole course of the negotiations. Firstly, the succession of unreasonable delays, and, secondly, the altered conditions required by the Sextuple Group for the fulfilment of the loan, involved Chow Hsueh-hsi in serious difficulties which he had not contemplated as possible and China has been assailed in European papers and charged with failing to fulfil her financial obligations by the very Powers whose action prevented China from fulfilling those obligations. China has been upbraided for not more rapidly re-organising her administration by the very Powers whose action prevented her from obtaining the requisite means for organisation. China's administration has suffered serious injury through this delay and further postponement has become very difficult.

Chow Hsueh-hsi cordially thanks the bankers for their constant courtesy, and deeply regrets that unforeseen circumstances have prevented the signature and realisation of the contract when it was ready for signature. These circumstances, as the bankers stated in their letter of 5th February, were beyond their control, and for them they cannot be held responsible.

Chow Hsueh-hsi respectfully sends this communication for your consideration. (Signed) CHOW HSUEH-HSI. Peking, 11th March, 1913.

SIR F. D. LUGARD.

THE DURBAR OF NIGERIAN CHIEFS.

A WONDERFUL CEREMONY.

Sir Frederick Lugard, Governor of Nigeria, in a despatch to Mr. Harcourt, describing the incidents which marked the assembly of Nigerian Chiefs and notables at Kano on New Year's Day, writes:—

I arrived at Kano on the evening of December 31st, the Emir with a following of horsemen riding out to meet my train near the city. On the morning of January 1st a review had been arranged. All the Emirs and Chiefs with their retinues and horsemen were disposed on the great Kano plain in an oval one mile and a quarter round. In the centre of this the troops, including Artillery, Infantry, and Mounted Infantry, to the number of 833, were drawn up in review order. After an inspection of the troops and the gallop past of the Mounted Infantry was particularly striking and well done—each Emir with his horsemen and followers in a dense mass walked past a stand which had been erected on the ground. Each unit was entirely distinct and separated from the one which preceded and the one which followed it, and each was entirely distinct in the dress and the characteristics of the individuals who composed it. Many Boru horsemen were entirely clad in chain armour; the trumpets and other instruments of music or noise varied with each. Some had Court jesters in fantastic garb, mounted on unmounted, who capered and danced around the Emir, others had bands of led horses caparisoned in gorgeous cloths of gold, etc. The equipment and the colouring were as varied as they were picturesque. Not the least interesting and instructive—albeit extremely amusing—were the bands of almost nude Pagans who danced past, yelling and brandishing clubs, and engaging in mimic warfare, half frenzied with excitement and delight. That these men should have left their fastnesses and come unarmoured to join in a Durbar gathering without fear could not fail to arrest the attention and strike the imagination. Such a thing was not possible or even conceivable a few years ago. The number of horsemen who took part in this spectacular display is estimated by some at 15,000, by others as high as 30,000. The multitude of footmen it is impossible to guess at.

SALUTE OF THE EMIRS.

When the last of this long procession of massed groups had passed, in order of importance, each Emir and Chief, with a band of selected horsemen numbering from a score to a hundred, formed up facing the stand to proffer his salute in the manner of the desert. Charging down at full gallop in a whirlwind of dust, with cries of triumph and of salutation, they drew up their horses on their haunches a few yards or feet in front of me. The Emir dismounted—the principal Emirs, with a refinement of courtesy, taking off their shoes and prostrated himself with his face on the ground, sprinkling his words of greeting and welcome meanwhile. Mounting again, he led off his men and was replaced by the next wild charge of horsemen. Finally the Pagans, in imitation of their quondam slave-raiders, executed the same, leaping high in the air and displaying extraordinary agility.

When the salute was over, all the Chiefs dismounted and grouped themselves in front of me and I shook hands with each principal Emir (eight of whom were seated on the lower step of the stand). I then made a short address, which was translated into Hausa by the Resident, Mr. Gowers, and a herald shouted it to the people. It was received with satisfaction and the Chiefs remounted and returned with their respective followings to the town. The Emir of Sokoto had much desired to be present, but he considered that, on political grounds, it would have been unwise for him to leave his Province, and I concurred. He was represented by the Waziri.

Next day I received each Chief separately in audience, reserving for a second and private interview, in the case of the more important Emirs, the discussion of any matters which they might wish to bring forward.

In the afternoon I visited the town, where the Emir met me and showed me over his residence (which I myself had occupied after the fall of Kano in 1903). He then showed me personally over the prison, which had been reconditioned for about 600, but is occupied at present by 224. It is scrupulously clean, airy, and excellent in every way, and he was manifestly proud of it. I am told that the Principal Medical Officer goes so far as to say that it is a model for British prisons in West Africa. I venture to refer you to my report to your predecessor (Annual Report for 1902) of the description of the Kano prison on the arrival of the British in February, 1903, which reads as follows:—

"I visited the dungeon myself. A small doorway 2 feet 6 inches by 1 foot 6 inches gives access into it. The interior is divided (by a thick mud wall with a similar hole through it) into two compartments each 17 feet by 7 feet and 11 feet high. This wall was pierced with holes at its base, through which the legs of those sentenced to death were thrust up to the thigh, and they were left to be trodden on by the mass of other prisoners till they died of thirst and starvation. The place is entirely air-tight and unventilated except for the one small doorway, or rather hole, in the wall through which you creep. The total space inside is 2,615 cubic feet, and at the time we took Kano 135 human beings were confined here each night, being let out during the day to cook their food, etc., in a small adjoining area. Recently as many as 200 have been interned at one time. As the superficial ground area was only 238 square feet, there was not, of course, even standing room."

The contrast between the old and the new condition of things was hardly less emphasized in other directions.

SHANGHAI CHAMBER OF COMMERCE.

MR. E. F. MACKAY ON CHINA'S "CANKER WORMS."

At the annual meeting of the Shanghai Chamber of Commerce last week, Mr. E. F. Mackay, the Chairman, in the course of his address said:—

Wonderful changes have passed over China during the past year, much is still in a state of fusion, and many an anxious moment will be experienced before the country can settle down under conditions so novel. Forces that make for rapid change always awaken those that make for a recoil, and the country is still suffering from the effects of the recoil, but the people as we know them have a big reserve of sound sense and self-control and one hopes much from them if they are not pulled or driven by appeals to their prejudices into false courses.

Here on the spot we are inclined to discount arrant critics, and their disturbing distillates and look more to actual causes and effects. A serious disease required severe treatment and the patient requires time to recover. The recovery may be considered long and tedious by impatient and interested observers, but history will probably give another verdict.

In the meantime in the opinion of many it is China's honest desire to adopt more friendly relations with foreign countries, and for the development of the Empire—the construction of railways, the establishment of industrial undertakings, the opening up of its enormous mineral resources, leading to the constant employment of the country's increasing population and thereby to national prosperity—China must have foreign money and foreign advice.

Nothing, however, can be attempted by the new Government until they can come to terms with the foreign loan group of financiers whose claims for effective supervision of the use to which the money advanced is to be put is as much to China's advantage as to the lenders.

With money in its Treasury and foreign expert advice readily obtainable, China might well settle down to an era of peace, education and empire building, but that date I fear will be distant if Treaties such as that of the opium agreement with Great Britain are to be flagrantly violated by the Republican Government. The Government's intentions are no doubt excellent, but it is merely farcical to say that either poppy growing or opium smoking is suppressed in China, and until that point is reached the Indian article must not be excluded. All nations and all individuals having intercourse with China will cordially sympathize with any movement for the eradication of such evils as the opium smoking habit, but that sympathy will be alienated if the reform is only to be carried out at the expense of broken pledges. Greater canker worms than opium smoking—official corruption, chicanery and mercantile as well as official disregard of bond and word—have been eating at the vitals of China. And so long as these evils are winked at, may even openly recognized, China so long I fear will continue to stunt its growth and fail to take its rightful place amongst the great nations of the Earth.

CONSERVANCY OF THE WHANGFOO.

Mr. E. F. Mackay, Chairman of the Shanghai Chamber of Commerce, in the course of his address at the annual meeting of the Chamber last week, made the following reference to this subject:—

The Chamber's scheme was ultimately adopted, and is I understand working smoothly and satisfactorily. Since the Conservancy tax was first imposed in May a revenue of some Tls. 40,000 per month has been collected and with the funds excellent work has been accomplished. Pheasant Point has been considerably cut away, the sitting in Astora channel has been removed and a depth of more than 23 feet at lowest low water is now obtained from outside Woosung up to the Arsenal bend, which means that there is little or no delay to vessels loaded for discharge within the Harbour limits. The work of conservancy, however, must be maintained and it is therefore to be hoped that Mr. Von Hsidenstam, for whose energy and ability everyone who has come in contact with him has the highest praise, will be allowed the scope without further interruption to carry out the exhaustive programme he has outlined in his reports.

SARAWAK AND NIGERIA.

In *The Times Literary Supplement* of the 27th ult. there is a review of a book on the "Pagan Tribes of Borneo," in which it is stated that "Sarawak is a model to the world of how to rule a native population, but [that] this is partly due to the fact that its white Rajahs have had the enormous advantage of continuous tenure of office free from the interference of a Colonial Office in another hemisphere. In a Crown Colony [the reviewer says] a Governor would have been sent out to cram as many alien institutions into the country as his short tenure of office would allow; English law and English Court procedure would have been crudely forced upon the people"; and so on.

That is what, according to the reviewer, might have happened in Sarawak. Curiously enough (writes a correspondent) the same issue of *The Times* contains a despatch from Sir F. Lugard and a leading article calling attention to what has actually happened in a country under the control of the Colonial Office. The great assembly of emirs and chiefs at Kano furnishes, as you say, "a wonderful testimony to the character of British administration in Northern Nigeria; to the excellent work performed by those who followed Sir F. Lugard in the government of the country, and to the response which our treatment of them has elicited from the native chiefs; it is also a striking tribute to the Governor's personality and influence over the native rulers of the land."

And, as you say further on—"Had the policy of the new régime not been a reasoned policy inspired by respect for the customs, institutions, and traditions of the country, Sir Frederick Lugard's despatch could never have been penned."

THE PANAMA CANAL.

PORTS THAT WILL ASSUME A NEW IMPORTANCE.

It is taking most Americans almost as long to find out what the completion of the Panama Canal means to their country as it is taking to dig the big ditch according to the financial Press of New York. One of the things the canal is going to do is practically to double the effective seacoast of the Old South, the States east and south of the Mississippi and Ohio rivers. Another is that commercially speaking, the South, or a large portion thereof, will turn its face out across a bunter Gulf of Mexico instead of looking over the broad Atlantic, as it has so long. New Orleans is on the Gulf and is a great port, of course, but it is largely the West that furnishes its exports and takes its imports. Most of the ports of the South have heretofore been on the Atlantic seaboard, otherwise they would have been out of the main currents of ocean traffic. Hence the great railroad systems have sought their sea outlets chiefly on the Atlantic.

With the opening of the canal a great portion of the country's commerce, both that between the States and that with foreign countries, will inevitably swing around from the Atlantic seaboard to the inside of the Florida peninsula. Such a port as Pensacola will naturally become a great clearing point for cotton and other Southern products bound for the Orient and for both coasts of South America, while the development of railroad and port facilities entailed by the growth of this traffic will enable this city to compete on equal terms with the Atlantic ports for water-bound tonnage between the South and New York, Pennsylvania, New Jersey and the New England manufacturing States. As regards Alabama and immediately neighbouring territory, it will have the advantage of a shorter rail haul.

Pensacola is already an important port, its exports and imports having amounted to \$26,178,241 in 1911, and last year and its shipments of cotton alone having increased by 50,000 bales over those of 1911. There is reason to believe that it will profit more, proportionately, by the opening of the canal than any other Gulf port. It is nearest to the coal and iron industry in and about Birmingham. The depth of water in its harbour is 11 ft. greater than that at Mobile and will accommodate the largest ocean-going vessels.

On the authoritative announcement that the Panama Canal would be finished before 1915, the date originally set, the world began to realize that the shipping now in existence will be inadequate to the demand which the canal will create. In consequence 2,500 vessels have been laid down in foreign shipyards and no small number of new boats ordered. This means an enormous demand for fuel coal on the Panama routes, the nearest source of which is the Alabama coal deposits. The Pratt Consolidated Coal Company, which has a producing capacity of 12,000 tons a day, and the Tennessee Coal and Iron Company, the big factor in the coal and steel industry of Alabama, have recently opened offices in Pensacola.

THE SOUTHERN RAILWAY. Until recently the Louisville and Nashville alone served Pensacola. Now the new Gulf, Florida and Alabama Railway is completed and running trains from Pensacola to Local, Alabama, a distance of 80 miles, and during the present year the construction of 85 miles more road will carry the line to Fine Hill, where a connection will be made with the Southern Railway, giving access to Birmingham and opening the door to traffic with the North. Funds for the extension and its equipment have been secured through the sale of \$1,500,000 first mortgage five per cent. bonds.

This construction will make 170 miles of line. The road already owns right of way practically to the heart of the Alabama coal and iron fields, and in the not distant future it will be 300 miles in length. The road owns a water front approximately 1,500 ft. in length, comprising 100 acres for a marine terminal. Here the road has completed one 1,225 ft. pier, big enough to accommodate four vessels, is starting another and will eventually build three more piers of the same length. Perpetual franchises to operate a double-track line through the city and for two miles along the harbour front, to the practical exclusion of every other road, have also been granted. It is stated officially that the road is already earning its fixed charges.

JAPANESE "PENETRATION" IN CHINA.

The other day, says the *Japan Chronicle*, Dr. Sun Yat-sen expressed his gratitude to Mr. Okura for his very welcome and substantial gifts to the Chinese revolutionary funds during the recent disturbance in China. The name of Messrs. Okura & Co. was mentioned later on in a Budget Committee meeting in connection with a large building they are putting up at Hankow, the barrack-like appearance of which is inspiring the local Chinese with fears of a Japanese occupation. Mr. Kurahara put a question as to what the building was for, but Baron Makino, Minister for Foreign Affairs, disclaimed all official knowledge of the building, and suggested inquiries at the War Office. On Friday Mr. Kurahara returned to the charge, asking General Kikuchi for an explanation. The explanation was given in camera. It all sounds very mysterious, and hardly likely to allay Chinese apprehensions. Messrs. Okura's essay in architecture is presumably the block near the Hankow racecourse, at the rising of which the Chinese were looking askance some months ago. The other day a translation from a Chinese paper appeared in the *Central China Post* to the effect that a number of Japanese soldiers, together with artillery had entered Tayeh City. This report is said to be entirely without foundation, the explanation being that the Japanese troops often come along the railway to the mines, which are several miles from the city. Those regrettable suspicions regarding the intentions of Japan, which one of the members of the Diet deplored at the time of the recent parliamentary expedition to China, still seem to persist. So does the real or pretended lack of co-ordination between various pushing departments of Government, to the manifestation of which in Manchuria attention was drawn in the Diet this week. Somehow most of the long lists of questions put to the Government regarding its China policy seem to skirt this unhelpful (but armed) penetration, without asking directly what it is leading to.

INTIMATIONS

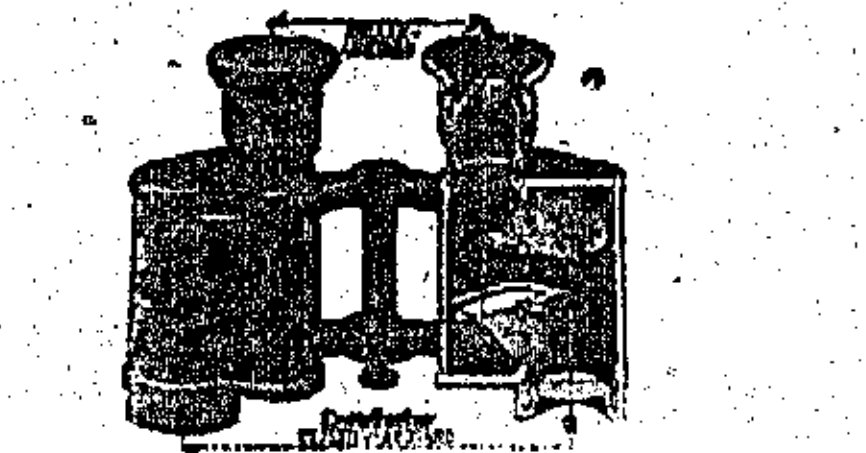
RINGWORM ON CHILD—WAS GOING BALD.

Face and Head Affected 12 Months. Improvement After First Use of Cuticura Soap and Ointment. Soon Trouble Disappeared. Also Cured Grandmother of Bad Ulcer.

"I cannot speak too highly of the Cuticura Soap and Ointment. My little girl had ringworm very badly on the head, and face for quite twelve months. I tried all kinds of remedies but found no benefit from any. I took her to a doctor but was told it would take a long time to cure her, so I decided to go to a skin hospital. The ringworm still continued to spread, in fact, she was being her hair through it. I was afraid she was going bald, and I got quite disheartened until one day I met a friend who had just cured her little girl with the Cuticura Soap and Ointment, and she advised me to try them. With the first application I could see an improvement. In a few weeks, the ringworm had disappeared, and the hair that had previously fallen off began to grow again, many thanks to Cuticura Soap and Ointment. My little girl will now have beautiful hair, and I am a happy mother."

"My mother had a bad ulcer on her ankle, and it is quite cured with Cuticura Ointment and Soap. I would not be without the Cuticura Remedies, and the Soap is so refreshing and cooling in the bath. It is worth two tablets of ordinary soap for cleansing purposes. I have recommended the Cuticura Remedies to all my friends with equally good results. I signed Mrs. Loxley, Hale End House, Hale End Rd., Walthamstow, Essex, Eng., Jan. 14, 1911. Samples with 25¢ box free from nearest depot: F. Newbury & Sons, 27, Chancery Lane, London, E.C. 4, Town & Country, N.W. 1, 20, Tottenham, and Cape Town; Muller, Macdonald & Co., Calcutta and Bombay; Vetter Drug & Chem. Corp., sole props., Boston, U.S.A."

96-7



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P.O. Box 33. Telephone No. 18.
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NEW ADVERTISEMENTS

THE KAPAYANG RUBBER ESTATES CO., LTD.

(Incorporated in Hongkong.)

NOTICE IS HEREBY GIVEN that the FORTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at No. 4, Fookchow Road, Shanghai, on FRIDAY, the 4th APRIL, 1913, at 5 o'clock p.m. for the purpose of receiving the Report of the Directors, and the Statement of Accounts for the Fifteen Months ended 31st December, 1912, and transacting the other Ordinary Business of the Company.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th March to the 4th April, 1913, both days inclusive.

By Order of the Board of Directors,
M. G. BECK, Secretary.

Shanghai, 25th March, 1913. [493]

WANTED.

POSITION by an Energetic Respectable GENTLEMAN, who has experience of 24 years of Commercial and Shipping Business in India and China; Well Conversant with Accounts, Correspondence, Export and Import Work, Marine Insurance Work, General Office Work and great experience of Booking Cargo and Ship's Accounts, employed in one of the Leading Shipping Firms since last 24 years, and is in position to influence freight; can give first-class references and produce best certificate. No Objection to Out-Port.

App'y to— Box 50,
Care of "Daily Press" Office,
Hongkong, 25th March, 1913. [494]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Far Eastern News.

Leading Articles:—

China's Parliament.

Law and Practice in China.

The Opium Conference.

America and the China Loan.

Random Reflections.

Hongkong.

The Magistracy.

Far Eastern News.

East at the Churches.

St. Stephen's College Prize Distribution.

Alleged Theft from the "Dilwara."

Opium-Growing Inquiry.

Students' Entertainment at the University.

Trouble at Kowloon.

A Dog Show in Hongkong.

Farwell Entertainment by the Court Cards.

The Electric Supply at Shanghai.

Hongkong Police Appointments.

Photographing in Fortified Areas.

Red Rubber.

The Mercantile Bank of India, Ltd.

A Club Dispute at Shanghai.

A Mohammedan Rising.

North-German Lloyd Earnings for 1912.

The Financial Crisis.

A Gift of Chinese Sculpture.

Notable Missionary Gathering.

The Sassoon Estate at Shanghai.

Possibilities of Salt in the East.

Opium Cultivation in China in 1912.

An Open Letter to the Tubatub.

The Status of Women in China.

The Dollar Rate.

Admiral Winslow's Farewell Message to Japan's Navy.

Chinese Foreign Lawsuits.

Important Legal Judgments.

Supreme Court.

The Hat Boom in China.

Telegrams.

The Coming Chinese Parliament.

A Threatened Boycott.

Canton-Bankow Railway Loan.

Company Meetings:—

Hongkong Rope Manufacturing Co., Ltd.

Hongkong and Whampoa Dock Co., Ltd.

Shanghai and Hongkong Wharf Co., Ltd.

The Anglo-German Brewery.

China Fire Insurance Co., Ltd.

Company Reports:—

China Sugar Refining Co., Ltd.

Luzon Sugar Refining Co., Ltd.

Royal Hongkong Golf Club.

Hongkong Rifle League.

Union Insurance Society of Canton, Ltd.

Canton News.

Shamoon Municipal Council.

China Seeking Loans.

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Extra copies 30 cents each. Cash.

Copies can be posted from this Office to addresses sent; including postage, 34 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 25th March, 1913.

NEW ADVERTISEMENTS

G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of March, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency THE GOVERNOR, of One Lot of CROWN LAND above Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Colours	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Sq. Km.
1	Lot 1, above Kennedy Road, in the Colony of Hongkong.	feet feet feet feet	5,900 60 1,200					

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "WAKOOL."

Arrived Hongkong on 24th March, 1913, from ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 24th March, 1913. [1]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "NORE."

Arrived Hongkong on 24th March, 1913, from ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

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No Fire Insurance will be effected by me in any case whatever.

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No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 24th March, 1913. [1]

STEAMBOAT WANTED.

THE Undersigned are Open to receive Proposals for the Sale or Construction of an INTER-ISLAND STEAMBOAT

about 130 feet long, capacity 150 tons dead cargo, 200 first and third passengers, on hours run, draft 7 ft. or less, Speed not less than 10 knots. Wooden Hull.

Address:—

Mr. D. A. EBERLEY, Secretary-Treasurer, THE NEGRO CO-OPERATIVE CO., LLC, PANAMA, P.I. [420]

WANTED.

OFFICE ASSISTANT, Bookkeeping, Shipping, Sundries, in good Firm at Coast Port. Preference Britisher.

Apply— L. M. N., Care of "Daily Press" Office, Hongkong, 24th March, 1913. [487]

WANTED IMMEDIATELY.

EXPERIENCED LADY-TYPIST for Office in town.

Apply— "REMINGTON" Care of "Daily Press" Office, Hongkong, 21st March, 1913. [483]

WANTED.

CLERK Wanted. Note: if Shorthand or Typist and what speaks; any knowledge of Books; what duties been accustomed to, and age.

Apply to— "B. A. K." Care of "Daily Press" Office, Hongkong, 4th March, 1913. [405]

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Special Monthly Terms if desired.

MacEWEN, FRICKEL & Co.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

4, DES VŒUX ROAD, HONGKONG. SHAMEN, CANTON. [392]

INTIMATIONS

NOTICE.

W. M. POWELL, Ltd., having secured the services of a Cutter with long and varied experience, beg to announce the Establishment of a TAILORING DEPARTMENT in their Main Store,

DES VŒUX ROAD.

A trial order would be greatly appreciated. All Garments will be made in our own Workshops.

Hongkong, 17th March, 1913. [459]

FOR SALE.

ANTIQUE CHINESE CURIOS AND EMBROIDERIES, the Valuable Collection of a Private Collector, comprising Chinese Porcelain of the MING AND TOWING DYNASTIES.

Coloured and Blue and White Vases, Plates, Bowls and Figures; Old Bronzes, Jade Ornaments, Embroidered Mandarin Coats, and hanging Wall Pictures.

Such a Valuable Collection has seldom been in any part of the World.

Purchasers are respectfully requested to call at

FUJII & Co., 56, QUEEN'S ROAD CENTRAL, First Floor.

From 10 A.M. till 12 Noon and 3 P.M. till 5 P.M. Hongkong, 19th March, 1913. [468]

ART CURIOS, BARGAINS!

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QUEEN'S ROAD.

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ON Account of Mr. KUHN retiring from Business, the entire Stock of ART and CURIOS, SILKS, CHINA, etc., etc., to be SOLD at a SACRIFICE.

The greatest chance ever offered in Hongkong to buyers of ART CURIOS.

Hongkong, 11th March, 1913. [446]

AUCTION

G. R. PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the letting by Public Auction Sale, to be held TO-DAY (TUESDAY), the 25th day of March, 1913, at 3 p.m., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of His Excellency THE GOVERNOR, of One Lot of CROWN LAND below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty THE KING, for one further term of 75 years.

By Order of the Surveyor of His Majesty THE KING, for one further term of 75 years. [461]

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Colours	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.	Area in Sq. Km.
1	Lot 1, below Kennedy Road, in the Colony of Hongkong.	feet feet feet feet	12,400 24 1,200					

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

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H. E. VICTOR, Manager, 10, QUEEN'S ROAD CENTRAL, (First Floor).

Telephone No. 650. Hongkong, 3rd March, 1913. [397]

ROKKOBAN.

TO LET, FURNISHED HOUSE, in Wooded Grounds.

For Particulars, Apply— G. D. CLARKE, 38, Nakayamachiro, 3-Chama, Kobe, Japan. [350]

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-FIFTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, TO-DAY (TUESDAY), the 25th March, at Noon, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 25th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 6th March, 1913. [425]

THE THIRTY-FIRST ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, TO-DAY (TUESDAY), the 25th March, 1913, at 12.15 p.m., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1912.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to 25th March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 6th March, 1913. [427]

THE CHIMPEDAK RUBBER AND GAMBIE ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that the THIRD ANNUAL GENERAL MEETING of the SHAREHOLDERS in the above Company will be held at No. 10, Canton Road, Shanghai, on MONDAY, the 31st day of March, 1913, at 4.30 p.m.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, 1913, both days inclusive.

By Order of the Board of Directors, J. A. WATKIE & Co., Ltd., Secretaries and General Managers. 486

THE CHINA BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE TENTH ORDINARY YEARLY MEETING of SHAREHOLDERS will be held at the Company's Office, St. George's Building, at 11.30 A.M. on THURSDAY, the 3rd of April, 1913, to receive a Statement of Accounts to the 31st December, 1912, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 24th March to the 3rd April, 1913, both days inclusive.

THE CHINA-BORNEO CO., LTD., W. G. DARBY, General Manager. Hongkong, 17th March, 1913. [463]

THE CHINA FIRE INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of \$7.00 and BONUS of \$3.00 per Share declared at the Forty-Fourth Meeting of Shareholders held this Day will be Payable at the Hongkong and Shanghai Banking Corporation on and after THURSDAY, the 20th March, 1913.

Shareholders are requested to apply to the Office of the Company for Warrants.

By Order of the Board of Directors, C. PEMBERTON, Secretary. Hongkong, 20th March, 1913. [481]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE.

NOTICE IS HEREBY GIVEN that the SCRIP CERTIFICATE No. 7542 issued 30th May, 1910, for Twenty-Five Shares numbered 39786/39790, 7439/7445 and 27026/27038 of this Company, in the name of GABRIEL POULLET OSMER has been LOST, and should the same not be produced before the 10th April, 1913, New Scrip Certificates will be issued to the said GABRIEL POULLET OSMER, and no transactions taking place under the said Scrip Certificate No. 7542 will be recognised by the Company.

W. E. CLARKE, Secretary. Hongkong, 11th March, 1913. [443]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-SEVENTH YEARLY GENERAL MEETING of the HONGKONG CLUB will be held in the Club House, TO-MORROW (WEDNESDAY), the 26th March, 1913, at 5.15 p.m.

By Order, JAMES ORAIX, Secretary. Hongkong, 14th March, 1913. [451]

HONGKONG CLUB.

NOTICE.

THE TWENTY-THIRD DRAWING OF SIXTY-FIVE DEBENTURES of the HONGKONG CLUB (1896 Issue, \$100.00 each) will be held in the Club House, on THURSDAY, the 20th March, 1913, when the following

THE BANK LINE, Ltd.

(ANDREW WEIR & CO.)

TRANS-PACIFIC SERVICE.

STEAMERS WILL BE DESPATCHED AT REGULAR INTERVALS FROM HONGKONG

TO
VICTORIA, VANCOUVER, B.C.
SEATTLE & TACOMA.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL.

NEW YORK LINE.

REGULAR SERVICE FROM
JAPAN, CHINA AND STRAITS TO NEW YORK VIA SUEZ CANAL.
Operated by Steamers of the
AMERICAN AND MANCHURIAN AND AMERICAN AND ORIENTAL LINES.
STEAMER EARLY.

For Rates of Freight, and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

AFRICAN LINES.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA AND STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT TO SOUTH AFRICA.

PROPOSED SAILINGS.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG: 29th March. Connecting with "KATANGA" 12th April.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

"THE BIG 4" of the PACIFIC MAIL S.S. CO.

STEAMERS.	Tons	Starting
MONGOLIA	27,000 tons, twin screws.	10th April
MANCHURIA	27,000 tons, twin screws.	17th April
KOREA	18,000 tons, twin screws.	24th April
SIBERIA	18,000 tons, twin screws.	1st May
NILE	11,000 tons.	8th May
CHINA	10,200 tons.	15th May
PERIA	9,000 tons.	22nd May

SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £5 to London (return ticket £90.10s.) and to San Francisco £36. SPECIAL RATES for Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting
MONGOLIA	27,000	TUESDAY, 25th Mar., at 1 P.M.
NILE	11,000	MONDAY, 31st Mar., at 1 P.M.
PERIA	9,000	TUESDAY, 15th April, at 3 P.M.
KOREA	18,000	TUESDAY, 22nd April, at 1 P.M.
SIBERIA	18,000	TUESDAY, 6th May, at 1 P.M.
CHINA	10,200	TUESDAY, 13th May, at 3 P.M.
MANCHURIA	27,000	TUESDAY, 20th May, at 1 P.M.
NILE	11,000	TUESDAY, 27th May, at 1 P.M.

Passengers holding through Tickets have the privilege of travelling by Train between Korea and Yokohama. Free of Charge.

HONGKONG—MANILA SERVICE.

From HONGKONG.	Arrive Manila.	Leave Manila.	From MANILA.	Due Hongkong.
15th Apr. ... PERIA	17th Apr.	16th Mar.	...	...
19th May ... CHINA	15th May.	5th Apr.	...	...
3rd June ... NILE	5th June.	13th Apr.	...	...
29th July ... CHINA	31st July.	3rd May.	...	...

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).
FRED J. HALTON, AGENT.
Panama-Pacific International Exposition—San Francisco—1915

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.	CANTON TO HONGKONG.
TUESDAY, 25th MARCH, 1913.	8 a.m. "KINSHAN"
10 p.m. "HONAM"	8 a.m. "HONAM"
10 p.m. "KINSHAN"	5 p.m. "HONAM"

HONGKONG-MACAO LINE.	MACAO TO HONGKONG.
8 a.m. "SUI TAI," Tons 1651.	8 a.m. "SUI AN," Tons 1651.
10 p.m. "KINSHAN"	5 p.m. "HONAM"

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf. Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

Excursion to Macao. SUNDAY, 30th MARCH, 1913. The Company's Steamship "SUI AN" will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE. S.S. "HOL-SANG," 457 tons. Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE. S.S. "FANAM," 588 tons, and S.S. "NANNING," 569 tons. One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD., Hotel Mansions (First Floor), opposite the Blake Pier.

SAN FRANCISCO SCENIC ROUTE

TRANS-PACIFIC TOYO KISEN KAISHA TRANS-CONTINENTAL WESTERN PACIFIC DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed. S.S. TENYO MARU... 22,000 tons. S.S. CHIYO MARU... 22,000 tons. S.S. SHINYO MARU... 22,000 tons.

S.S. NIPPON MARU... 11,000 tons. (INTERMEDIATE.) HONGKONG TO SAN FRANCISCO via CHINA AND JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC—DENVER AND RIO GRANDE. The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourist Sleepers. Dining Car—Observation Car. Electric Light—Electric Fan, Union Depot. New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canyon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York, Transatlantic Steamers and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 626.

O. LACY GOODRICH, GENERAL ORIENTAL AGENT, 75, MAIN STREET, YOKOHAMA, AND KING'S BUILDING, HONGKONG.

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.) MONTHLY FAST SERVICE TO TRIESTE (VENICE). VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID. S.S. "KOEBER," 9,900 tons, will leave as above on 13th April at 5 p.m. Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor, Stewardess, Laundry, Wireless Telegraphy. FARES: Hongkong, Trieste (Venice), 450 1st, 236 2nd, 219 3rd Class. MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, BOMBAY (KARACHI), ADEN, SUEZ AND PORT SAID. S.S. "AUSTRIA," 14,000 tons, will leave as above about 7th April. These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardess, Wireless Telegraphy. RAILWAY FARES: Trieste-London. BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Paris, Calais or Boulogne, Class I £8.11, II £6.1.6. BY ST. GOTTHARD EXPRESS: Via Venice, Milan, St. Gotthard, Lucerne, Bern, Lausanne or Boulogne, Class I £8.15, II £6.1.2. BY SEMLING EXPRESS: Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £8.11, II £6.9.9. BY TAVERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £7.10.8, II £5.1.6. TO SHANGHAI. S.S. "KOEBER," 9,900 tons, will leave as above on 29th Mar., at 7 p.m. FARES: Hongkong-Shanghai, 26 1st, 24 2nd, 23 3rd Class. TO KOBE VIA SHANGHAI, YOKOHAMA. S.S. "CHINA," 11,800 tons, will leave as above about 31st Mar. Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea & Danube, also North & South America.

SANDER, WILDER & Co., Agents, Hongkong, 20th March, 1913. Prince's Building.

SWEDISH EAST ASIATIC CO., LTD.

GOthenBURG. PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	Tons	DATE OF SAILING.
...	...	...	...

For Freight and Further Particulars, apply to: Telephone No. 171. ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS HOMEWARD PASSENGER SEASON 1913.

MARSEILLES AND LONDON. TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Hongkong	Connecting Steamers from Colombo to	Due MARSEILLES (Brindisi 2 days earlier)	Due LONDON (London 1 day later)
INDIA	March 29	Through Steamer	April 26	May 2
ASSAYE	April 12	MONGOLIA	May 10	May 16
DEVANHA	April 25	MACEONIA	May 24	May 30
CHINA	May 10	MALWA	June 7	June 13
DELTA	May 24	MOULTAN	June 21	June 27
ASSAYE	June 7	MOEDA	July 6	July 12
ARADIA	June 21	MAMORA	July 20	July 26
DEVANHA	July 5	MEDINA	Aug. 9	Aug. 15
CHINA	July 19	MOLDATIA	Aug. 17	Aug. 23

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamers from COLOMBO is definitely reserved to Hongkong at the time of Booking.

FARES TO LONDON: 1st SALOON £71.10 SINGLE, £136.14 RETURN. 2nd £48.8 £72.12. IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON.

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES. PROPOSED SAILINGS:

STEAMERS	Leave Hongkong About	Due MARSEILLES About	Due LONDON About
NANKIN	April 2	May 4	May 14
NYANZA	April 16	May 18	May 28
NORE	April 30	June 3	June 13
NILE	May 14	June 17	June 27
PALAWAN	May 28	July 2	July 12
BORNEO	June 11	July 16	July 26
NUBIA	June 25	July 30	Aug. 9
SUNDA	July 9	Aug. 13	Aug. 23

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON: 1st SALOON £55.10 SINGLE, £102.10 RETURN. 2nd £38.10 £57.4. All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

For further Particulars, apply to— E. A. HEWETT, SUPERINTENDENT.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS STEAMERS AND DISPLACEMENT TONS SAILING DATES

MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	MIYASAKI MARU	16,000	WED'DAY, 26th Mar., at Night
	KITANO MARU	16,000	WED'DAY, 9th Apr., at Daylight
VICTORIA, B.C., and SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI, and KOKUHAMA	AWA MARU	12,500	TUESDAY, 25th Mar., at Noon
	SADO MARU	12,500	TUESDAY, 9th Apr., at Noon
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	7,000	WED'DAY, 9th Apr., at Noon
	INABA MARU	12,500	WED'DAY, 7th May, at Noon
CALCUTTA via SINGAPORE, PENANG & RANGOON	CEYLON MARU	12,000	SATURDAY, 5th April
BOMBAY via SINGAPORE, and COLOMBO	KAMAKURA MARU	12,500	MONDAY, 31st Mar.
KOBE and YOKOHAMA	HIRANO MARU	16,000	WED'DAY, 26th Mar., at 11 a.m.
KOBE and YOKOHAMA	TOSA MARU	12,000	MONDAY, 31st Mar.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	9,600	WED'DAY, 9th April, at Noon
SHANGHAI, MOJI, and KOBE	KAWACHI MARU	12,500	TUESDAY, 25th Mar.

Equipped with New System of Wireless Telegraphy. Cargo only.

1913 PASSENGER SEASON 1913 FOR EUROPE.

STEAMER	Tons Displacement	Leaving Hongkong.
MIYASAKI MARU	16,000	26th March
KITANO	16,000	9th April
IYO	12,500	23rd April
HIRANO	16,000	7th May
TANGO	13,500	21st May

FOR AMERICA.

STEAMER	Tons Displacement	Leaving Hongkong.
AWA MARU	12,500	25th March
SADO	12,500	4th April
YOKOHAMA	12,500	22nd April
INABA	12,500	6th May
SHIDZUOKA	12,500	20th May

For Further Information as to Freight, Sailing, &c., apply to— T. KUSUMOTO, MANAGER, Telephone Nos. 292 and 1241.

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

TO	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, NOKO, AND YOKOHAMA	Capt. D. Aubrey	Noon, 15th Mar.	Freight and Passage.
SHANGHAI	ASSAYE Capt. G. W. Coolman, R.N.R.	About 27th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS	INDIA Capt. G. W. Gordon, R.N.R.	Noon, 29th Mar.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	NAMKIN Capt. Owen Jones, R.N.R.	About 2nd Apr.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 25th March, 1913.

OHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
KELUNG and SHANGHAI	"KWEILIN"	On 25th Mar., Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 26th Mar., 4 P.M.
SWATOW, AMOY and SHANGHAI	"TOCHOW"	On 26th Mar., 4 P.M.
NEWQUANG & CHINWANGTAO	"ICHANG"	On 27th Mar., Noon.
TIENTSIN	"KUEICHO"	On 28th Mar., Noon.
HAIPHONG	"SUNGKIANG"	On 29th Mar., 10 A.M.

NORDEUTSCHER LLOYD ORIENT LINE.

BANKOK VIA SWATOW	"CHOWTAI"	On 28th Mar.
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AUSTRALIAN ORIENTAL LINE.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 9th Apr., Noon.
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DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft. Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

BUTTERFIELD & SWIRE, AGENTS

For Freight or Passage apply to—
Hongkong, 25th March, 1913. TELEPHONE 36. AGENTS

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST—PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYAN"	Capt. J. S. Roach	TUESDAY, 25th Mar., at 10 A.M.
"HAIYAN"	Capt. A. E. Hodgkin	FRIDAY, 28th Mar., at 10 A.M.
"HAIYAN"	Capt. W. C. Passmore	TUESDAY, 1st Apr., at 10 A.M.

For SWATOW AND RETURN.

(Occupying 3 Days).

"HAIYAN"	Capt. J. W. Evans	WEDNESDAY, 26th Mar., at 10 A.M.
"HAIYAN"	Capt. J. W. Evans	SUNDAY, 30th Mar., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 25th March, 1913.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	4th Apr.	On 1st Apr., 11 A.M.
EASTERN	4th Apr.	On 26th Apr., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Lumina have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA"

Regular Sailings from JAPAN, OHINA and PHILIPPINES, via STRAITS and COLOMBO, to MANILA, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. SITHONIA	28th Mar.
S.S. BOYNE	2nd Apr.
S.S. LIBERIA	13th Apr.
S.S. ALBESIA	17th Apr.
S.S. SEGOVIA	3th May
S.S. BIRKENFELS	19th May
S.S. SAXONIA	22nd May
S.S. FUERST BUELOW	2nd June
S.S. FREUSSEN	24th June

For Further Particulars, apply to—

HOMEWARD.

For HAVRE & HAMBURG:	S.S. SILEZIA	26th Mar.
For HAVRE & HAMBURG:	S.S. SCHWARZBURG	28th Mar.
For VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or):	S.S. SITHONIA	28th Mar.
For MANILA & HAMBURG:	S.S. SILEZIA	15th Apr.
For HAVRE & HAMBURG:	S.S. SCANDIA	16th Apr.
For ROTTERDAM, BREMEN, HAMBURG & ANTWERP:	S.S. SACHSEN	18th Apr.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 24th March, 1913.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU

TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

"NIPPON MARU."

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 1st April, Noon.
TENYO MARU	E. Bent	TUESDAY, 8th April, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 29th April, at Noon.
CHIYO MARU	W. C. T. Filmer	TUESDAY, 27th May, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU on TUESDAY, the 1st April, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	THURSDAY, 3rd Apr., at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 4th June, at Noon.
KIYO MARU	10,500	TUESDAY, 5th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. NOBIMOTO, AGENT,
King's Building (Opposite Blake Pier).

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	J. Miller	Manila, Mangarin, Iloilo and Cebu	On 27th Mar., 4 P.M.
ZAFIRO	4000	McMurray	Manila, Mangarin, Iloilo and Cebu	On 7th Apr., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

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THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

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(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

STEAMER	CAPTAIN	LEAVING
"PANAMA MARU"	J. Kanoo	WEDNESDAY, 2nd April, at 2 P.M.
"SEATTLE MARU"	T. Saito	WEDNESDAY, 19th April, at 2 P.M.
"MEXICO MARU"	N. Kobayashi	WEDNESDAY, 30th April, at 2 P.M.
"CHICAGO MARU"	S. Nemoto	SATURDAY, 17th May, at 2 P.M.
"CANADA MARU"	K. Hori	WEDNESDAY, 28th May, at 2 P.M.
"TACOMA MARU"	T. Hamada	THURSDAY, 13th June, at 2 P.M.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Bill, Treasure and Parcels. Special attention given toward Express connection.

JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PENANG & COLOMBO.

STEAMER	CAPTAIN	LEAVING
"SAIGON MARU"	T. Yamaguchi	FRIDAY, 28th Mar., at 4 P.M.
"INDO MARU"	K. Komiya	SATURDAY, 29th Mar., at 4 P.M.
"LUZON MARU"	H. Yamamoto	SUNDAY, 30th Mar., at 4 P.M.

FOR KOBE.

STEAMER	CAPTAIN	LEAVING
"LUZON MARU"	H. Yamamoto	SATURDAY, 19th April, at 4 P.M.
"SAIGON MARU"	T. Yamaguchi	WEDNESDAY, 21st May, at 4 P.M.
"INDO MARU"	K. Komiya	SUNDAY, 22nd June, at 4 P.M.

CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"KAISO MARU"	Y. Yamamoto	WEDNESDAY, 26th Mar., at Noon.

FOR TAMSUI VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"DAIJI MARU"	M. Nagano	SUNDAY, 30th Mar., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	WEDNESDAY, 2nd Apr., at 8 A.M.

FOR CANTON.

STEAMER	CAPTAIN	LEAVING
"SOSHU MARU"	K. Tashiro	FRIDAY, 28th Mar., at Noon.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office, Fraya Central).

For FURTHER INFORMATION, apply to

Z. KAMIYA,

KAMINAGI,
Second Floor, No. 1, Queen's Building.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE, VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN, VIA SHANGHAI.

FOR	STEAMER	TO SAIL
MARSEILLES, VIA PORTS	NERA Capt. Lasez	On 25th Mar., at 1 P.M.

TRANS SHIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours arrival in Marseilles.

For further particulars apply to

P. THOMAS, AGENT,
QUEEN'S BUILDING.

NORDEUTSCHER LLOYD. BREMEN

IMPERIAL GERMAN MAIL LINES.

FOR

NAPLES, GENOA, ALGERS, "YOROK,"

GIBRALTAR, SOUTHAMPTON, Capt. H. Formes, 17,000 { Tuesday, 1st

ANTWERP and HAMBURG Capt. D. Lenz, 6,000 { Apr., at 10 A.M.

* Calling at Manila.

SHANGHAI, TSINGTAU, KOBE, "LUETZOW,"

and YOKOHAMA Capt. J. Bortfeldt, 17,300 { About Thursday,

MANILA, YAP, MARONN, "COBLENZ,"

NEW GUINEA, BRISBANE, Capt. L. Klugkist, 5,750 { Saturday, 19th

SYDNEY and MELBOURNE { Apr., at 9 A.M.

KOBE and YOKOHAMA { "PRINZ SIGISMUND,"

{ Capt. D. Lenz, 6,000 { About Tuesday,

KUDAT and SANDAKAN { "BORNEO" { 29th April.

{ Capt. F. Sembill, 5,000 { End of

{ March.

All the Steamers of the European Line are fitted with Wireless Telegraphic

New System of Telefunken.

For Further Particulars apply to

NORDEUTSCHER LLOYD,
MELOCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA

Hongkong, 25th March 1913.

BRITISH INDIA S. N. CO., LTD.

A P C A R LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "JELUNGA," 5,205 tons, Captain D. Macfadyen, will be despatched to SHANGHAI and MOJI on 15th April.

WESTWARD.

S.S. "GREGORY APCAR," 4,650 tons, Capt. J. E. Drake, will be despatched as above on 10th April.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a fully qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 19th March 1913. AGENTS. 160

PASSENGERS.

ARRIVED.

Per Miyazaki Maru, for Hongkong, from Shanghai, etc., Miss A. Gomes, Mr. Z. Nishida, Mr. M. Sato, Mr. Mr. T. Okamoto, Mr. Y. Yamamoto, Mrs. T. Koyama, Mr. S. Yamasaki and Mr. C. S. Seki.

Per Nera, for Hongkong, from Yokohama, Mr. J. S. Lyold, for Shanghai, Mr. Sprungli, Mr. C. van Hunt, Mr. M. S. Joseph, Mr. W. L. P. Ker, Mr. French, Mr. P. C. Wilber, Mr. Jobsen, Mr. Jockswith, Mr. and Mrs. David and Mr. A. S. Pickens.

Per Nore, for Hongkong, from London, Mr. C. Edgcomb, Mr. H. Hayhoe, Miss Pierce, Miss Newman, Capt. G. H. Alcock, Mr. J. Comfort, Mr. E. Goucha, Mr. W. J. Henderson, Mr. C. W. Randall, Mr. G. D. Opeashaw, Capt. and Mrs. A. E. Banks, from Marseilles, Miss D. H. Carver, from Port Said, Mr. and Mrs. A. P. Clarke, from Singapore, Mr. G. E. Woolley.

Per Ernest Simons, for Hongkong, from Marseilles, Mr. Sianto, Mr. Hye, Mr. Bahddj, from Colombo, Mr. and Mrs. Hesso, from Singapore, Mr. Bain, Mr. Adler, Mr. Murphy, Mr. Schemada, Mr. and Mrs. Ellis, Mr. and Mrs. O. Baggot, Colonel and Mrs. Copeland, Mr. and Mrs. Brewer, Mr. Priest, Mr. Osborne, Mr. A. White, Mr. Farwell, Mr. M. Walou, Mr. Bishop, Mr. Ehrmann, Mr. Kittle, Mr. Pooley, Mr. Sanky, from Saigon, Mr. Thommeson and son, Mr. Brandes, Mr. Moller, Mr. Le Camus and Mr. Kimura.

Per Rubi, from Manila, Mr. Cady, Mr. W. Webber, Mr. and Mrs. Meade, Mr. and Mrs. Lewis, Mrs. E. Blackwood, Mr. H. Cooper, Mr. O. Detash, Mr. E. Wells, Mr. R. Olsen, Mr. W. Ray, Mr. A. Windt, Mr. and Mrs. Cadwallader, Mr. F. Heenden, Mr. D. Hyman, Mr. and Mrs. Welkes, Mr. and Mrs. Harrison, Mr. J. Menor, Major and Mrs. Knoll, Mr. and Mrs. Parker, Mr. W. Crampton, Mr. J. Kerr, Dr. O. Marrioth, Mr. Lewis and children, Mr. F. Gathercole, Miss Tobina, Mr. and Mrs. Watson, Mrs. L. Gosse, Mr. L. Namikawa, Mrs. Myers, Mr. W. Richards and Mrs. A. Goodale.

DEPARTED.

Per Prinz Wilhelm, for Australia, etc., Mr. T. E. Macleod, Mr. Schmaus, Vice-Consul Klewitz, Mr. E. Band, Mr. David R. Williams, Prof. and Mrs. A. Vivian, Mr. James Moore, Mrs. George Taupert, Mr. M. Medel, Mr. W. Schule, Rev. Dr. A. Jones, Mr. S. L. Munason, Mr. A. Wegener, Mr. J. O. C. Donaldson, Dr. Faber, Mr. and Mrs. Worobster, Mr. and Mrs. A. W. Schneider, Mr. F. Fitzgerald, Miss J. Coleman, Mr. and Mrs. Bartles, Mrs. Whitcomb, Mrs. Warner, Mr. and Mrs. Blomfield, Mr. E. F.

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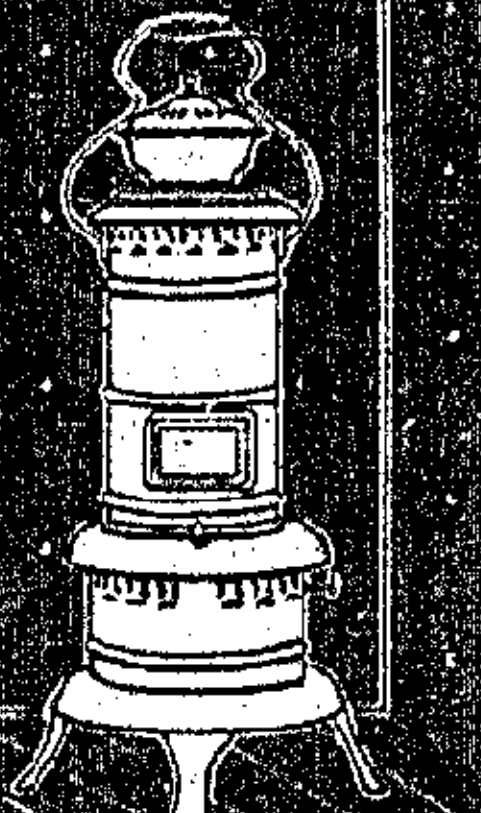
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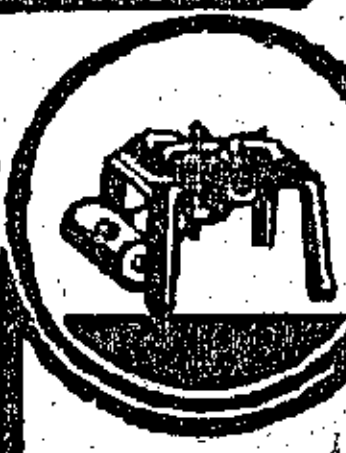
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Kerosene Pressure Gas Cooking Stoves.



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Graetzin Wire Lamp.

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Hugo C. A. Fromm
Hongkong.

Hongkong, 17th March, 1913

(44-13)

POST OFFICE NOTICE

The Public is notified that the American Mail per *Nile*, sailing 31st instant, will be due to arrive in San Francisco on 19th April, prior to the mail per *Mongolia*. The *Nile* does not call at MANILA nor HONOLULU.

The *Lepus* is expected to arrive here to-morrow, with the London Mail (via Siberia) of Friday, the 7th inst.

The *Assaye*, with the English Mail, left Singapore on Saturday, the 22nd inst., at 9 a.m., and is expected to arrive here on Tuesday, the 27th inst., at 6 a.m. This packet brings the parcel mails closed in London for despatch by the all-sea route on the 21st February, and for despatch overland on the 23rd February.

FOR	PER	DATE
Swatow, Amoy and Fuzhou	<i>Swatow</i>	Tuesday, 25th, 9.00 A.M.
Shanghai, North China, Japan via Moji	<i>Shanghai</i>	Tuesday, 25th, 10.00 A.M.
Victoria, B.C. and Seattle	<i>Victoria</i>	Tuesday, 25th, 10.00 A.M.
Shanghai, North China and Japan via Moji	<i>Shanghai</i>	Tuesday, 25th, 10.00 A.M.
Philippine Islands	<i>Philippine</i>	Tuesday, 25th, 10.00 A.M.
Fort Bayard	<i>Fort Bayard</i>	Tuesday, 25th, 10.00 A.M.
Formosa via Keelung, Shanghai and	<i>Formosa</i>	Tuesday, 25th, 10.00 A.M.
North China	<i>North China</i>	Tuesday, 25th, 10.00 A.M.

SAIGON, STRAITS, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via BERLIN (Late Letters 11 to NOON Extra postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

SHANGHAI, NORTH CHINA, JAPAN via MANILA, HONOLULU, UNITED STATES, CANADA and SOUTH AMERICA via SAN FRANCISCO (EUROPE via SIBERIA)

Macao, Straits and Ceylon

Shanghai, North China and Japan via Kobe

Swatow, Amoy and Fuzhou

Shanghai, North China and Japan via Moji

Victoria, B.C. and Seattle

Shanghai, North China and Japan via Moji

Philippine Islands

Fort Bayard

Formosa via Keelung, Shanghai and

North China

SAIGON, STRAITS, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT and EUROPE via BERLIN (Late Letters 11 to NOON Extra postage 10 cents)

(Supplementary mail on board up to the time fixed for departure of the mail (Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

The Parcel mail will be closed on Friday, the 28th instant, at 5 p.m.

JAPAN via NAGASAKI, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO

PHILIPPINE ISLANDS, STRAITS, BURMAH, Ceylon, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADELAIDE, EGYPT, and EUROPE via NAPLES

COMMERCIAL.

CLOSING QUOTATIONS.

March 26th

ON LONDON—
Telegraphic Transfer 1/11
Bank Bills, on demand 1/11
Bank Bills, at 30 days sight 1/11
Bank Bills, at 4 months sight 1/11
Credits, at 4 months sight 1/11
Documentary Bills 4 months sight 1/11

ON PARIS—
Bank Bills, on demand 243
Credits, at 4 months sight 248

ON GERMANY—
On demand 196
On New York—
Bank Bills, on demand 463
Credits, at 60 days sight 473

ON BOMBAY—
Telegraphic Transfer 143
Bank, on demand 143

ON CALCUTTA—
Telegraphic Transfer 143
Bank, on demand 143

ON SHANGHAI—
Bank, at sight 73
Private, 30 days sight 74

ON YOKOHAMA—
On demand 94
On Manila—
On demand—Pesos—94

ON SINGAPORE—
On demand 82
On Batavia—
On demand 115

ON HATPHONG—
On demand 1 7/8
On Saigon—
On demand 3

ON BANHOK—
On demand 803
Sovereigns, Bank's Buying Rate \$10.35

GOLD LEAF, 100 fine, per tola \$54.00
BAR SILVER, per oz. 26 1/2

SUBSIDIARY COINS.

	per cent
Chinese 20 cents pieces	\$7.60 discount
Chinese 10 "	\$7.75 "
Hongkong 20 "	\$7.20 "
Hongkong 10 "	\$7.70 "

SHARE LIST.—QUOTATIONS.

HONGKONG, 26th MARCH, 1913.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.	RETURN ON BASIS OF LAST DIV.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1005	5 p.c.
China Borneo Company, Limited	60,000	\$12	all	\$94, sellers	10 p.c.
China Light and Power Company, Ltd.	50,000	\$5	all	\$3, sellers	
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$83, sellers	7 1/2 p.c.
COTTON MILLS.					
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 145	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$10	
Dairy Farm Company, Limited	40,000	\$7 1/2	all	\$25 1/2	6 p.c.
DOCKS AND WHARVES.					
Hongkong Wharf & G. Co., Ltd.	60,000	\$50	all	\$76 1/2, buyers	6 p.c.
Hongkong Whampoa Dock Co., Ltd.	50,000	\$50	all	\$68	5 p.c.
New Amoy Dock Co., Limited	10,000	\$50	all	\$7 1/2	7 p.c.
Shat Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 60, sales	
Shat and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 107	
Green Island Cement Co., Limited	400,000	\$10	all	\$4 1/2, sellers	5 1/2 p.c.
Hongkong Electric Co., Limited	12,000	\$50	all	\$114, buyers	5 1/2 p.c.
Hongkong Hotel Company, Limited	8,000	\$25	all	\$74, buyers	
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all	P28	
Hongkong Ice Company, Limited	5,000	\$25	all	\$180	6 p.c.
Hongkong Rope Manufacturing Co., Ltd.	60,000	\$10	all	\$19 1/2, div. val.	10 p.c.
Hongkong South China Steam Navigation Co., Ltd.	15,000	\$10	all	\$19 1/2, div. val.	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	—	all	6 1/2	
INSURANCE.					
Canton Insurance Office Co., Limited	10,000	\$250	all	\$285, sales	7 p.c.
China Fire Insurance Co., Limited	20,000	\$100	all	\$145, div. val.	6 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	all	\$357, sales	7 p.c.
North China Insurance Co., Limited	10,000	\$10	all	Tls. 133	
Union Insurance Society, Limited	12,400	\$25	all	\$83 1/2, buyers	6 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$10	all	\$19 1/2 @ Ex 73	
LANDS AND BUILDINGS.					
Hongkong Land Investment Agency Co., Ltd.	4,000	\$100	all	\$103, buyers	7 p.c.
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	all	\$75	
Humphreys Estate and Finance Co., Ltd.	10,000	\$1	all	\$34, sales	8 p.c.
Kowloon Land and Building Co., Ltd.	6,000	\$5	all	\$34, buyers	6 p.c.
Shanghai Land Investment Co., Ltd.	75,000	Tls. 5	all	Tls. 89	
West Point Building Co., Limited	12,500	\$5	all	\$55, buyers	7 1/2 p.c.
Mattechapij tot Mijne, Bosch en	25,000	Gds. 10	all	Tls. 71	
Landbouw exploitatie in Langkat	—	—	all	—	
MINE.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	32/6	
Hawwood Tin and Rubber Estate, Ltd.	822,000	2 1/2	all	4/5	
Bank Australia Gold Mining Co., Ltd.	200,000	\$1	all	\$3.90, sellers	
Troch Mines, Limited	160,000	\$1	all	80/6	
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2	7 p.c.
Philippine Co., Limited	50,000	\$1	all	\$1, buyers	
Pulper et Papeteries du Tonkin Societe des	13,200	\$50	all	\$25, sellers	
RUBBER.					
China Rubber Refining Co., Limited	20,000	\$10	all	\$105, ad. & buy	5 p.c.
Luxon Rubber Refining Co., Limited	7,000	\$10	all	\$38, buyers	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$2	all	\$10, sellers	4 1/2 p.c.
Douglas Steamship Co., Limited	20,000	\$1	all	\$27 1/2, sellers	7 1/2 p.c.
Hongkong, Canton & Macao S.S. Co., Ltd.	50,000	\$1	all	\$22 1/2, div. val.	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$2	all	\$13 1/2, buyers	4 1/2 p.c.
Shanghai and Canton S.S. Co., Ltd.	2,500,000	\$1	all	\$38 1/2, buyers	
Star Ferry Company, Limited	5,000	\$2	all	\$22	
South China Morning Post, Limited	20,000	\$2	all	\$4	
Steam Laundry Company, Limited	—	—	all	—	
STEAMSHIP AND CARRIAGE.					
Gambell, Moore & Co., Limited	1,200	\$1	all	\$25	
Gande, Price & Co., Ltd.	50,000	\$1	all	\$6	
Porter, Wm. Limited	15,000	\$1	all	\$93, sellers	4 1/2 p.c.
Watkins, Limited	10,000	\$1	all	\$3, buyers	
Watson & Co., A. S. Limited	20,000	\$1	all	\$6.60, buyers	
Weissmann, Limited	3,000	\$1	all	\$18, buyers	
United Asbestos Oriental Agency, Ltd.	5,000 ordy.	\$10	all	\$30	8 p.c.
Union Waterboat Co., Limited	50,000	\$1	all	\$17 1/2, sales	7 1/2 p.c.
PARA RUBBER IN LONDON.					
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.	
VERNON & SMYTH, Share Brokers					

TO-DAY
11.30 A.M.—The China Borneo Co., Ltd.
Meeting of Shareholders.

12.15 P.M.—Luxon Sugar Refining Co., Ltd.
Meeting of Shareholders.

3 P.M.—Auction of Crown Land below Kennedy Road, by Public Works Dept.

TO-NIGHT
9.15 P.M.—Bijon Scene Theatre.

TO-MORROW
5.15 P.M.—Hongkong Club Yearly General Meeting in the Club House.

FORTHCOMING EVENTS.
Saturday, 29th Mar.—
6.30 P.M.—The United Services Recreation Club, Kowloon, Annual General Meeting, in the Club House.

Monday, 31st Mar.—
3 P.M.—Auction of Crown Land above Kennedy Road, by Public Works Dept.

香港中外新報

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VIRGINIA AND NO
BETTER BRAND THAN
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THAKERNY

THE VIRGINIANS

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[39]



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[42-1]

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MAIL TABLES
FOR 1913.

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MANAGER,

"Hongkong Daily Press Office"

Hongkong, 13th March, 1913.

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